

COUNTRY East Germany

REPORT NO.

TOPIC Jueterbog-Altes Laser Airfield

EVALUATION 25X1

PLACE OBTAINED

25X1

DATE OF CONTENT 26 October to 12 November 1952

DATE OBTAINED 25X1

DATE PREPARED 11 December 1952

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

**REFERENCE COPY**

**DO NOT CIRCULATE**

25X1

25X1

1. Aircraft observed at Jueterbog-Altes Laser airfield between 2 and 6 p.m. on 26 October included 9 jet bombers on the eastern edge on the field, 14 jet bombers on the northern edge of the field, 1 jet bomber in front of the western hangars, 18 IL-10s along the taxiway in the northern edge of the field, and 1 twin-engine plane with single rudder assembly. There was no air activity. Between noon and 4 p.m. on 31 October, the following planes were observed outside the closed hangars; 7 jet bombers on the eastern edge, 12 jet bombers on the northern edge, 4 jet bombers in front of the western hangar, 3 jet bombers which were airborne, 18 IL-10s along the taxiway in the northern section of the field, 7 IL-10s in front of the western hangar, 1 biplane and 1 single-engine, high-wing monoplane. Between 2 and 2:40 p.m., there was individual flying by three jet bombers which were equipped with auxiliary fuel tanks.<sup>1</sup>

25X1

25X1

2. The construction of shrapnelproof aircraft revetments continued at the field. Six revetments built of logs and filled up with earth were completed on the eastern edge of the field, and an additional three revetments were still under construction there. Three other revetments were being built in the southeastern section of the field. Excavating, probably for more aircraft revetments, was in progress aft of the western hangars in the western section of the field. About 10 trucks were in operation at the construction sites.<sup>2</sup>

3. Two radio trucks of different sizes were parked south of the eastern section of the runway. No change was observed on the radio installation near Blanken Teich, about 5 km east of the field. Half way between this installation and the field, there was another radio installation of four masts with a cabin in the middle.<sup>3</sup>

4. Gasoline tanks which were not yet installed lay near the fuel dump. Four brick shelters covered with sand and sod were completed near the fuel emplacement on the eastern edge of the field.

25X1

25X1

25X1

CLASSIFICATION SECRET/

ARCHIVAL RECORD  
RETURN TO AGENCY ARCHIVES

SECRET/

- 2 -

25X1

5. The following observations were made at the field between 27 October and 5 November:

27 October. Between 8:20 a.m. and noon, an IL-28 plane [ ] and two UIL-28s [ ] continuously practiced flying over the field. The planes remained aloft for about 20 minutes. After each landing, the pilots were exchanged.

28 October. At about 11 a.m., individual flights for about 40 minutes were made by ground attack planes [ ]

[ ] After 12:10 p.m., four IL-28s [ ] made individual flights for about 35 minutes.

29 October. Twenty-seven ground attack planes practiced flying in three formations of nine planes each, remaining aloft for about 40 minutes. After 7:30 p.m., there was night flying by jet bombers.

4 November. The engines of the ground attack planes [ ] which were parked in front of the northernmost hangar in a north-south direction were run up for 10 minutes. The UIL-28 plane [ ]

[ ] practiced flying for period of about 10 minutes between 12:20 and 2 p.m. It probably made factory test flights as it had been parked without an engine in front of the test stand a few days before. Two men each riveted on the tails of the four IL-28s [ ] which were parked in front of the middle hangar of the groups of hangars located in an east-west direction. On 5 November, riveting with pneumatic hammers was being done on the ground attack planes [ ] which were parked in front of easternmost east-west hangars.

6. On 28 October, an engine was hauled from the easternmost of the east-west hangars to the test stand where it was subsequently run up for about 45 minutes. Between 8 and 8:30 a.m. on 5 November, an engine was running on the engine test stand.
7. Parachutes were stored on the second floor of the former air force depot. Some of the parachutes were folded and stored in piles while others were open and suspended from the ceiling.
8. On 31 October, work was started on the officers building in the northwestern corner of the area of the former air technical school. The test stand near the repair hangar was being re-erected.
9. On 4 November, officers carrying map cases were given instruction in the north-eastern building of the installation aft of the middle hangar of the north-south hangars. [ ] the second member of the crew of the ground attack plane always was an NCO or a private. On 5 November, preparations such as cleaning and decorating of the buildings for revolution Day were begun. About 300 artillery and engineer soldiers worked energetically on the shrapnel-proof aircraft revetments which were located in the area just north of the taxiway, south of the eastern half of the runway.<sup>2</sup>
10. On 7 November, 35 IL-28 and UIL-28 planes were well arranged on the eastern edge of the field, west of the railroad line and in front of the hangars on the northern edge of the field. Twenty-eight single-engine, low-wing monoplanes with in line engines were parked in lines east of the middle one of the north-south hangars. Three additional planes of an unidentified type were parked in front of the southern hangar on the western edge of the field. All the planes were probably lined up for parade on the Soviet holiday. On 12 November, 22 IL-28s

SECRET,

and 9 single-engine, low-wing monoplanes were parked on the same dispersal area, but no air activity was observed.<sup>1</sup>

11. The AA gun emplacement with 37-mm guns was still observed in the eastern edge of the field along the railroad line. However, the tents were removed, and winterized quarters were built in the ground.<sup>4</sup> A semi-circular shrapnelproof aircraft revetment of logs and sand was constructed along the railroad line. Five additional revetments were observed on the southern edge of the field.<sup>2</sup>

25X1 1. [ ] Comment. Juete bog-Altes Lager airfield is still occupied by an air reconnaissance regiment equipped with about 22 IL-28s, a bomber regiment with about 8 IL-22s, and a ground attack regiment with about 53 IL-10s. The regiment equipped with IL-28s practiced training in individual flights, while the ground attack regiment also performed formation flights. [ ]

25X1

25X1 2. [ ] Comment. Noteworthy is the information that work on the shrapnelproof aircraft revetments was accelerated by a detail of 300 soldiers.

25X1 3. [ ] Comment. The radio installation at Plan en Teich is the outer landing beacon. The radio installation with four masts is the RNV-45 DF station.

25X1 4. [ ] Comment. The AA gun emplacements were reported previously.

SECRET